AMENDMENTS TO THE SPECIFICATION

Please replace paragraph [32] with the following paragraph:

[32] A second type of the bushing 434 is shown in Figure 4. The bushing 434 includes an inner layer of softer material 50 and an outer layer of harder material 52. During normal vehicle operation, the bushing 434 has a low rate and the stabilizer bar 20 is compliant. When the stabilizer bar 20 begins to axially twist, the stabilizer bar 20 first presses into the inner layer of softer material 50. As the stabilizer bar 20 continues to axially twist and slightly translate, the stabilizer bar 20 presses into the ~~harder~~ outer layer of harder material 52. When the stabilizer bar 20 presses into the ~~harder~~ outer layer of harder material 52, the bushing 434 has a high rate and axial twist of the stabilizer bar 20 is reduced, stiffening the stabilizer bar 20 and preventing vehicle roll.

Please replace paragraph [33] with the following paragraph:

[33] A third type of the bushing 534, as shown in Figure 5, includes at least one molded insert 54 made of a harder material, such as metal or Kevlar, in ~~softer~~ surrounding softer material 55. When the vehicle turns and the stabilizer bar 20 begins to axially twist in response to the turn, the stabilizer bar 20 presses into the softer material 55. Eventually, with further twist, the stabilizer bar 20 presses against the harder insert 54. The pressure of the stabilizer bar 20 on the insert 54 reduces axial twist of the stabilizer bar 20, increasing the rate of the bushing 534 and stiffening the stabilizer bar 20.